## **Department of Planning & Development**

D. M. Sugimura, Director



## FIRST EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3020189

Address: 10711 8<sup>th</sup> Avenue Northeast

Applicant: Ann Williamson, Baylis Architects

Date of Meeting: Monday, July 06, 2015

Board Members Present: Ivana Begley (Chair)

Eric Blank Laura Lenss Blake Williams

Martine Zettle (Substitute)

Board Members Absent: Julia Levitt

DPD Staff Present: Tami Garrett, Senior Land Use Planner

#### SITE & VICINITY

Site Zone: Neighborhood Commercial 3 (NC3-40)

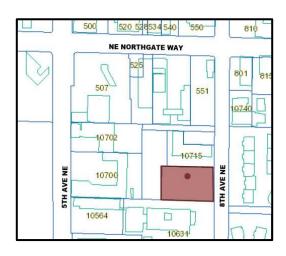
Nearby Zones: (North) NC3-40

(South) NC3-40

(East) Lowrise 3 (LR3)

(West) NC3-40

Lot Area: 30,898 square feet (sq. ft.)



#### **Current Development:**

The project site is vacant property.

## **Surrounding Development and Neighborhood Character:**

Surrounding development includes commercial uses (retail, restaurant, office, etc.) to the west; a vocational school to the north; three-four story residential (apartments) developments to east; and a medical clinic (Kindred Hospital) south of the subject property. Two mixed-use commercial/residential proposals are currently under review with DPD for the two properties north of the subject site.

This mid-block site is located on the east edge of the Northgate Urban Center and in the middle of the Northgate Overlay District. The general character of this area and the surrounding blocks is a mix of retail and residential uses. The general character of this block as it continues south along 8<sup>th</sup> Avenue Northeast from Northeast Northgate Way are lower-scaled commercial buildings, three-four story residential structures and accessory surface parking areas abutting the street.

The project site is part of an identified Northgate superblock that is evolving. Area amenities surrounding the site include a City public library/community center, Northgate Mall, several retail developments, King County Metro Transit Station, Beaver Pond Natural Area of Thornton Creek, and the future Sound Transit Light Rail station.

#### Access:

Vehicular access to the subject property is possible from both 8<sup>th</sup> Avenue Northeast and an existing ingress/egress easement at the adjacent properties immediately north and west of the project site.

## **Environmentally Critical Areas:**

The graveled project site slopes from north to south and is located in a swale with retaining walls to the north supporting an east/west through block easement connector between 5<sup>th</sup> Avenue Northeast and 8<sup>th</sup> Avenue Northeast. The entire site is mapped Environmentally Critical Area (ECA) Peat settlement prone.

#### **PROJECT DESCRIPTION**

The proposed project is for the design and construction of a mixed-use commercial/residential building with five levels of residential (61-148 units) above ground-related residential units, commercial use (3-15 live-work units), and two levels of enclosed parking area. All parking (123-138 stalls) is planned within the structure and accessed from both 8<sup>th</sup> Avenue Northeast and an existing vehicular ingress/egress easement.

#### FIRST EARLY DESIGN GUIDANCE July 6, 2015

The project site and adjacent neighboring sites under separate ownership to the north and west are currently being reviewed under a separate land use MUP application (3018442) for a mapped rezone from NC3-40 to Neighborhood Commercial 3 (NC3-65). The applicant has outlined this information in the design packet.

The design packet also includes materials inclusive of massing options presented at the meeting, and is available online by entering the project number (3020189) at this website: <a href="http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx">http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx</a>.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

#### **DESIGN DEVELOPMENT**

The following three alternative massing schemes were presented to the Board for consideration:

- "Basic" Code Compliant Scheme (Option 1) This option included 61 residential units, 15 live-work units and 123 parking stalls.
- "I-Shaped" Massing Scheme (Option 2) This option included 138 residential units, 3 live-work units and 137 parking stalls.
- "U-Shaped" Massing Scheme (Option 3) This "applicant preferred" option included 148 residential units, 3 live-work units and 138 parking stalls.

All three options necessitate a code departure from street level setback requirements. An additional code departure from residential amenity area standards was identified by the applicant for Option 2.

#### **PUBLIC COMMENT**

Some members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

 Encouraged a design that enhanced the existing mid-block connector (easement) in a meaningful way by including amenities, formalized walkways and safety measures for pedestrians.

- Stated preference for a design option that explored vehicular access solely from the easement in order to minimize pedestrian conflicts with motorists accessing parking via 8<sup>th</sup> Avenue Northeast.
- Requested that the proposed landscaping, retaining walls be low-scaled in order to allow visibility into the live-work units and enhance the pedestrian corridor.
- Appreciated that the design options included a commercial use along 8<sup>th</sup> Avenue Northeast.

#### **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

#### FIRST EARLY DESIGN GUIDANCE July 6, 2015

- 1. **Design Concept and Massing:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, be compatible with proposed and existing architectural context and character.
  - a. At the beginning of the EDG meeting, the Board Chair provided a brief overview to the Board regarding past design review board discussions about the neighboring mixed-used development proposal immediately north of the project site for context.
  - b. At the EDG meeting, the Board discussed the presented design options at length and stated that there was not enough variation in the presented design options and information in the applicant's materials to warrant support of the preferred design scheme (Option 3). The Board directed the applicant to return for a second EDG meeting to further explore the following three design massing schemes: a "True I-shaped" scheme (with upper-level courtyards roughly symmetrical), an "L-shaped" scheme (with upper-level open space oriented to the southwest corner), and an "Inverted U-shaped" scheme (with centered upper-level open space oriented to the south). Board commentary regarding massing, streetscape and vehicular access are offered below. (CS2.B, CS2.C, CS2.D, CS3 NORTHGATE, DC1.IV.i NORTHGATE)

## 2. 8<sup>th</sup> Avenue Northeast Streetscape/East Frontage:

a. The Board observed the subterranean siting for both the live-work unit entries and the residential lobby entrance below the topography along 8<sup>th</sup> Avenue Northeast. The Board was concerned that this design could impact visibility of the entrances from the street and the future viability of the commercial uses in the live-work units. The Board stated theses entrances should have direct access to the grade along 8<sup>th</sup> Avenue Northeast and be distinctive between the residential and live-work uses. At the next EDG meeting, the Board expects to review drawings and details (finished floor levels shown in relation to sidewalk grades) to better understand how all ground-level uses/entrances will relate to the street and addressed the Board's guidance. (CS3.I.ii NORTHGATE, PL3.A, PL3.I.i NORTHGATE, PL3.V.i NORTHGATE)

- b. The Board also voiced concern about the minimal size of the residential lobby and stated that it should be more visually prominent and sized more appropriately to the amount of residential units it will serve. (PL3.B, DC1.A)
- c. The Board recognized that the proposed substantial building setback necessitated by clearance requirements from the utility poles along 8<sup>th</sup> Avenue Northeast is a positive opportunity to enhance the streetscape with landscaping and ground-level pedestrian amenities. The Board expects to review further development of this space that activates the live-work street-fronts and the pedestrian streetscape. Welcoming public seating areas and swales were offered by the Board as methods to address this guidance. (PL3.I NORTHGATE, PL3.II NORTHGATE)
- d. The Board acknowledged that the commercially-zoned project site is across the street from lowrise-zoned property and stated that a step in perceived height, bulk and scale is appropriate for the eastern façade. Consequently, at the next EDG meeting, the Board expects to review massing schemes that include upper-level setbacks with the intention of reducing height, bulk and scale of the eastern façade when viewed from the residentially-zoned properties along 8<sup>th</sup> Avenue Northeast. (CS2.D, CS2.III.ii NORTHGATE)

#### 3. Easement Streetscape/North Facade:

- a. The Board commented that the north façade was unresolved and needed further study. At the next EDG meeting, the Board expects to review further development of the north façade inclusive of modulation and unit articulation in order to provide natural light and interest to a façade that will be visible by pedestrians and the adjacent development to the north. (CS1.B.2, CS2.D.5, DC2.B)
- b. The Board recognized that, due to the easement, there is both a proposed linear access along the south side the easement and a layered access from the easement to the residential units' entries that requires further refinement. It is imperative that the Board understands the overall streetscape experience along this easement which also serves as a well-traveled mid-block connection between 5<sup>th</sup> and 8<sup>th</sup> Avenue Northeast for both pedestrians and motorists. At the next EDG meeting, the Board expects to review details related to the proposed residential units' entries (stoops, ramps, patios, setbacks, landscaping/hardscape, etc.) and maneuverability along this easement (dimensioned pathways, barriers, ramps, stairs, etc.) that defines public spaces, private spaces and safety measures for both pedestrians and residents. (CS3.I NORTHGATE, PL1.B, PL1.C, PL1.II NORTHGATE, PL2.A, PL2.B)

#### 4. West and South Facades:

- a. The Board reviewed the west façade and discussed the ramifications (privacy, security, etc.) of creating first floor "open one bedroom" residential units with entries abutting the neighboring surface parking area. The Board requested information (elevation views, screening, entries, etc.) about this façade at the next EDG meeting. The Board discouraged a design that included live-work units oriented along the development's west facade. (PL3.A, PL3.B)
- b. The Board recognized that due to the design's garage walls being within close proximity to the site's south property line, an expansive two-story concrete blank wall condition would be visible to pedestrians, motorists and neighboring properties.

The Board encouraged openings/windows and other alternatives be explored and design direction to address this concern be presented at the next EDG meeting. An overreliance on the utilization of green walls was discouraged by the Board. (CS2.D.5, DC2.B)

## 5. Vehicular Parking and Access:

a. The Board voiced opposition for a design that includes vehicular access from both the street and the existing ingress/egress easement and stated that the vehicular access should be consolidated. Situating one vehicular access entrance abutting the ingress/egress easement and installing internal vehicular ramping is preferred in order to promote a positive pedestrian streetscape on 8<sup>th</sup> Avenue Northeast. (DC1.B.1, DC1.IV.i NORTHGATE)

#### **DESIGN REVIEW GUIDELINES**

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the <u>Design Review website</u>.

#### **CONTEXT & SITE**

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

### CS1-C Topography

- **CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.
- **CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.
- CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.
- CS2-B Adjacent Sites, Streets, and Open Spaces
  - **CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.
  - **CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.
  - **CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.
- CS2-D Height, Bulk, and Scale
  - **CS2-D-1.** Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

- **CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.
- **CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.
- **CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.
- **CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

## Northgate Supplemental Guidance:

### **CS2-III** Height, Bulk and Scale Compatibility

### CS2-III-ii. NC2-40', NC3-40', and higher abutting Single-family, Lowrise 1 or 2:

- a. Step back the ground-level commercial space to match the established front setback pattern on the subject block.
- b. Orient the massing away from the lot line of an abutting less intensive zone to the greatest extent possible.
- c. Soften the commercial facade on the abutting lot line with elements such as dense landscaping.
- d. Repeat residential architectural elements of surrounding buildings on portions of the commercial facade adjacent to such buildings.

# CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

## **CS3-A** Emphasizing Positive Neighborhood Attributes

- **CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.
- **CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.
- **CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.
- **CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

## Northgate Supplemental Guidance:

#### **CS3-I** Streetscape Compatibility

**CS3-I-i. Response to Context:** The architecture of individual buildings should relate to their surroundings. This does not necessarily mean a historical approach, but rather one

that is sensitive to the surrounding urban, built t and natural environments. In areas zoned for mixed-use development outside the retail core area, orient and design the commercial facade at street level to be compatible with the streetscape of the surrounding residential neighborhood. Compatibility can be accomplished through a combination of the following:

- 1. The overall proportion of the facade;
- 2. Building setbacks;
- 3. Placement of windows and bays;
- 4. Location of entries; and
- 5. Exterior materials.

#### PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

### **PL1-B** Walkways and Connections

- **PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.
- **PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.
- **PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

#### PL1-C Outdoor Uses and Activities

- **PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.
- **PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.
- **PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

## Northgate Supplemental Guidance:

#### **PL1-II** Interior Block Pedestrian Connections

#### PL1-II-i. Consider Interior Block Connections:

- 1. Optimize neighborhood connectivity
- 2. Promote a variety of pedestrian uses such as walking, exercise and relaxing
- 3. Minimize pavement, and provide an equitable balance between pavement and planting areas
- 4. Use pervious/pedestrian scaled paving for walking surfaces

- 5. Accommodate vehicular access only for emergency vehicles;
- 6. Develop integrated rainwater strategies such as rain gardens, natural drainage collection, building water collection and art;
- 7. Provide "garden entries" for townhomes at the base of larger residential buildings;
- 8. Incorporate built-in and movable seating to optimize flexibility of use.

# PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

#### PL2-A Accessibility

- **PL2-A-1.** Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.
- **PL2-A-2.** Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

### **PL2-B** Safety and Security

- **PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.
- **PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.
- **PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

#### Northgate Supplemental Guidance:

#### **PL2-III Superblock Development**

- **PL2-III-i. Siting:** Build up to the edge of the sidewalk and meet the other pedestrian street designation standards.
- **PL2-III-ii. Ped-friendly Environment:** Where superblock developments are not along designated Major Pedestrian Streets, they should achieve a pedestrian-friendly environment within the internal layout of a superblock site, where commercial buildings may be separated from the public right-of-way by parking.
- **PL2-III-iii. Pedestrian Connections:** Every attempt should be made to link large sites to the greater community by creating lively, interesting pedestrian connections within the site, and also between the site and its surroundings.
- **PL2-III-iv. Passageways:** Key internal at-grade passageways accommodating pedestrian and vehicular circulation on large sites should not be ignored as locations for pleasant pedestrian places.
- **PL2-III-v.** Internal Drives/Walkways: Developments should have internal drives and walkways adjacent to buildings designed with the basic elements of a good pedestrian-oriented shopping street: buildings oriented close to walkways, landscaping, pedestrian-scale lighting, walkways of sufficient width to encourage social interactions without impeding pedestrian movement, and other similar enhancements.

**PL2-III-vi. Usable Spaces:** Usable pedestrian spaces, such as a plaza or extra-wide sidewalk near entrances to buildings with pedestrian enhancements, are encouraged either at the street or within the site adjacent to a private drive.

**PL2-III-vii. Parking Lots:** - Surface parking areas located between primary buildings and the public right-of-way should include walkways, landscaping and lighting to delineate safe and comfortable pedestrian circulation within the site.

# PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

#### PL3-A Entries

- **PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.
- **PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.
- **PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.
- **PL3-A-4.** Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

#### **PL3-B Residential Edges**

- **PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.
- **PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.
- **PL3-B-3.** Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.
- **PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

#### Northgate Supplemental Guidance:

#### PL3-I Promote Pedestrian Interaction

**PL3-I-i. Pathways:** Provide direct and convenient pathways, comfort, visual interest and activity for pedestrians

#### **PL3-V** Commercial and Mixed-Use Buildings

**PL3-V-i. Inviting Ground Floors:** The ground floors of buildings should appear inviting to the public by containing commercial uses and open spaces with direct entry from the sidewalk. Vary these features in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.

**PL3-V-ii. Open-air Passageways:** For corridors between commercial spaces, open-air passageways are generally more visible and more inviting than interior hallways. This can

be an attractive, successful location for store entries, store windows and restaurant/ cafe seating.

**PL3-V-iii.** Facade Articulation: Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.

# PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

### **PL4-A** Entry Locations and Relationships

- **PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.
- **PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

### **PL4-B** Planning Ahead for Bicyclists

- **PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.
- **PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.
- **PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

#### **DESIGN CONCEPT**

#### DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

### **DC1-B Vehicular Access and Circulation**

- **DC1-B-1.** Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.
- **DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

#### DC1-C Parking and Service Uses

- **DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
- **DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.
- **DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

## Northgate Supplemental Guidance:

### DC1-II Large Scale, "Super Block" Development

**DC1-II-i. Parking Area:** The parking area should be laid out as an urban block, at a scale that promotes walking within.

**DC1-II-ii. Pedestrian Grid:** A network of clearly defined pedestrian walkways should serve as a "grid," connecting these walkways to uses within the site and to the larger street network in a safe and comfortable manner. The necessary elements—lighting, pavement and plantings— should be placed to support those pedestrian objectives.

**DC1-II-iii. Spatial Definition:** The space should be defined by buildings, and secondary structures such as shelters and small retail spaces should further define the scale.

#### **DC1-IV Parking and Vehicle Access**

**DC1-IV-i. Minimize Pedestrian/Vehicle Conflicts:** Site and design driveways to minimize conflicts between vehicles and pedestrians. This is especially important along Northgate Way, 1st Avenue NE, 5th Avenue NE, Roosevelt Way NE, 15th Avenue NE, NE 100th Street, NE 103rd Street, and NE 125th Street. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

#### DC2-A Massing

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

#### DC2-B Architectural and Facade Composition

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

## **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

## DC2-E Form and Function

**DC2-E-1.** Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

## **DC3-B Open Space Uses and Activities**

- **DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.
- **DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.
- **DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.
- **DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

### **DC4-A Exterior Elements and Finishes**

- **DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.
- **DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

#### DC4-C Lighting

- **DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.
- **DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

## DC4-D Trees, Landscape, and Hardscape Materials

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3.** Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

#### **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the **FIRST** Early Design Guidance, the following departures were requested:

1. **Street-Level Requirements (SMC 23.47A.008.A.3):** The Code requires a street-level street-facing facade be located within 10' of a street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposes a street-level street-facing facade be located 20' from the street lot line abutting 8<sup>th</sup> Avenue Northeast. The applicant explained that this setback is necessary to provide the minimum required clearance from the existing power and high tension lines which run parallel east of the property line.

The Board did not discuss this departure at the EDG meeting and will defer offering feedback concerning this departure until the next EDG meeting.

2. Amenity Area Standards (SMC 23.47A.024.A & B): The Code states that amenity areas are required in an amount equal to 5% of the total gross floor area in residential use and that the amenity area(s) be unenclosed space. The applicant proposes that a portion of the required amenity area be an enclosed space within the building.

The Board did not discuss this departure at the EDG meeting and will defer offering feedback concerning this departure until the next EDG meeting.

#### RECOMMENDATIONS

## **BOARD DIRECTION**

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.